

Paremata Village Plan

2012



Introduction

It's my very great pleasure to introduce this first edition of the Paremata Village Plan, covering the suburbs of Paremata (which now includes Mana) and Papakowhai. Our plan has been developed in accordance with the Porirua City Council (PCC) Village Planning Programme, an award-winning Council initiative to improve and develop Porirua's suburban communities through work programmes developed in partnership with the people of those communities. For further information on the Village Planning Programme please go to the PCC Website www.pcc.govt.nz and search under Community, Village Planning.

I would like to thank on your behalf the PCC Villages Programme manager Ian Barlow and his team for all the work they have done to get this plan off the ground. My thanks in particular to Jenny Lester, who has been our liaison person and has taken on most of the development work including running surveys of residents to build a picture of what we want our 'village' to look like in future.

A huge thank you to the 300+ residents who participated in the concept, development, content and comments used in this plan.

Here is our template for that vision, now it's up to us all to contribute to making that vision a reality.

Terry Knight

President

Paremata Residents Association



Vision Statement

Paremata – where community and environment are in harmony, protecting the best of what we have and embracing the best of what's new.

About Paremata

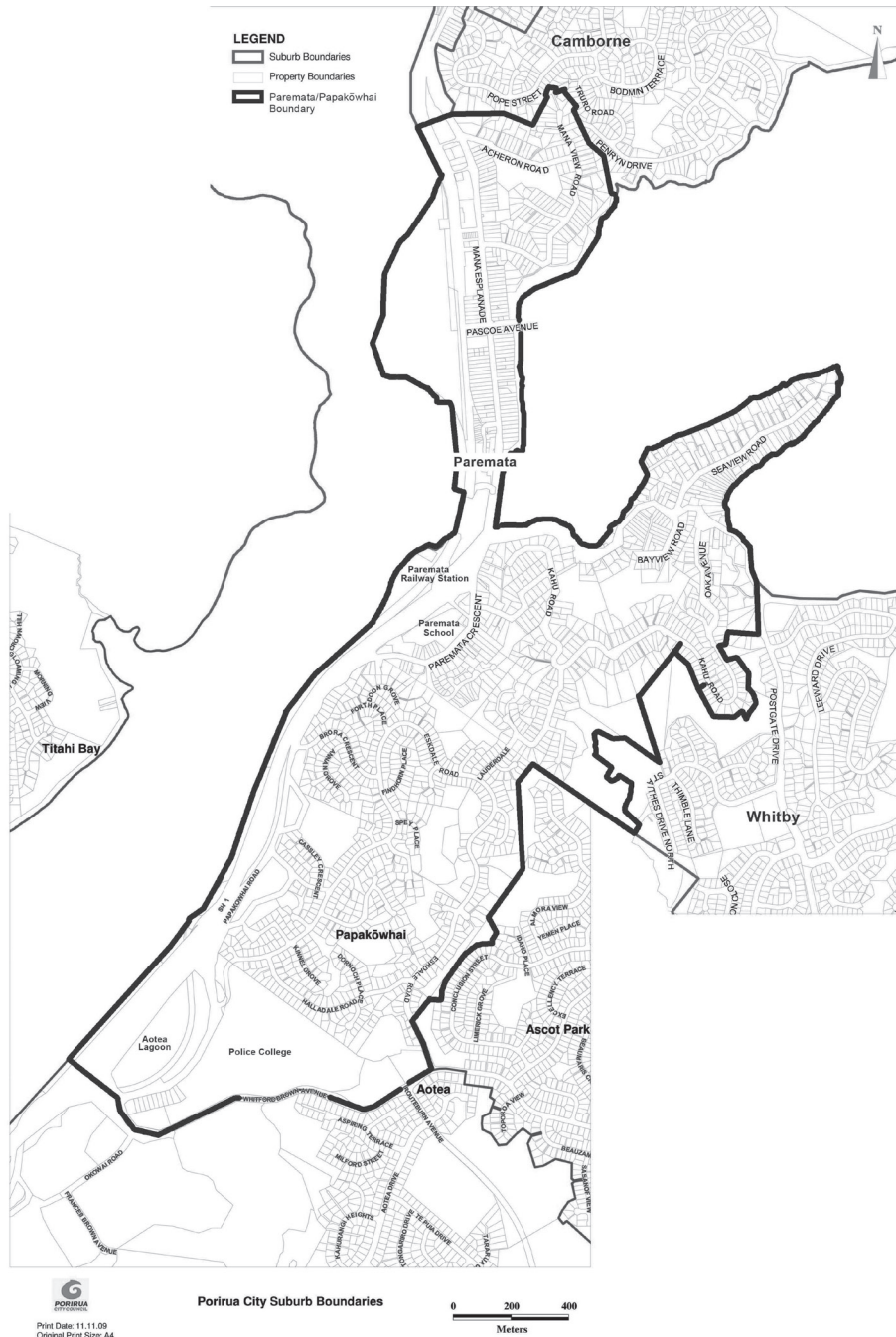
The area covered by the Paremata Residents Association takes in several suburbs; Paremata, Papakowhai, Mana and a section of Camborne. (see map)

It is a well-established, leafy residential area that sits along the edges of Pauatahanui Inlet and Porirua Harbour and features Aotea lagoon. As a result, many residents enjoy stunning water and hill views.

The area has a busy central shopping centre in Mana that includes a supermarket, post office and extensive medical services. It has substantial sporting facilities at Ngati Toa domain and features a large marina. The area also incorporates two primary schools, two kindergartens and four early childhood education centres.

It's a major transport route, with both SH1 and SH58 running through it, as well as the main trunk railway line.

Because the area crosses boundaries it does not fit neatly into Statistic New Zealand mesh blocks. Broadly speaking, using 2006 Census data, it is predominantly European and incomes are above the Wellington region average.



Paremata History

The Paremata area has a rich Maori and European history dating from 1300 AD. It is generally believed that the great Polynesian explorer, Kupe, landed at Paremata Point around 1300/1400 century. Archaeologists have established that there was a settlement at Paremata Point at least as early as 1450 AD and it has been almost continuously occupied since. Over the next 400 years there were Maori settlements of various tribes at this site. These included Ngai Tara, Ngati Rangi and Ngati ira.

NGATI TOA SETTLEMENT

By 1826 Ngati Ira's occupation of Porirua came to an end. In the early 1820s Ngati Toa, led by the chiefs Te Rauparaha, Te Peehi Kupe and Te Rangihaeata, arrived here from Kawhia and soon became the dominant local tribe. Te Rauparaha, the paramount chief of Ngati Toa, established a settlement at Taupo (now Plimmerton). Te Rauparaha's half-brother, Ngati Toa chief, Watarauhi Nohorua had a pa at Paremata point.

THOMS WHALING STATION

From the early nineteenth century Europeans, mainly whalers, sealers and traders, also visited the point. In 1835 Joseph Thoms (also known as Geordie Bolts) established his whaling activities at Paremata Point, where he also operated a tavern. Paremata was originally called "Parramatta" after the Australian settlement of the same name.

Thoms married chief Nohorua's daughter, Te Ua Torikiriki, and, at his father-in-law's insistence, signed the Treaty of Waitangi in June 1940. He was one of only a few Europeans to do so.

Deep Water Point, the north-west gap between Whitireia Peninsula and Paremata, was the first ferry crossing from Porirua north, and remained active until the British Army built the Paekakariki Hill road in the late 1840s.

MILITARY OCCUPATION

Governor Grey inspected the Porirua Harbour area in early 1846 and ordered that a small army base be created at Paremata Point; the Paremata Barracks. The objectives, as Grey recorded in his instructions, were to prevent the threat of a build-up of enemy forces in the rear of Port Nicholson, to free the coast road to Wanganui from Te Rangihaeata's blockade and to prevent the escape by sea of anyone fleeing down the north branch of the harbour. This last point was especially important as Te Rangihaeata's main pa, Pauatahanui, was located on Paremata Harbour.

The construction of the barracks was beset by problems and not handed over to the militia until 1847. Even then there were many design faults that restricted their use and in October 1848 the barracks were so badly damaged in the Wellington earthquake that they could not be used at all.

From that time until it was returned to civilian control in 1852 the barracks were used as a powder store. By this time their strategic importance had gone as Te Rangihaeata had already begun his retreat from Pauatahanui to the Otaki region.

In 1852, as the conflict in the area abated, troops were withdrawn and the land and remains of the building eventually passed over for farm use. A further earthquake in 1855 brought down the top storey of the barracks and left the remainder damaged.

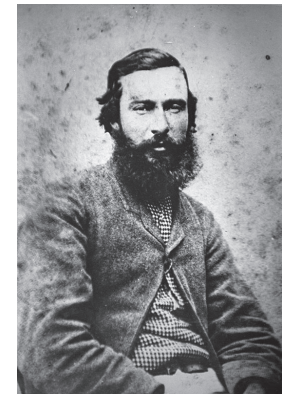
THE DEVELOPMENT OF A SEASIDE RESORT

With the end of military occupation, Paremata Point became farmland. James and Louise Walker established a home in the old Whalers Inn, ran sheep and raised a family. The Paremata Barracks became farm buildings.

Some of the area came to be known as Dolly Varden, which was the name of Walker's rowing skiff after the name of a character in the Dickens' novel "Barnaby Rudge". Walker and his skiff Dolly Varden won almost every race they competed in. In 1907, as a patron of the Plimmerton Football Club, Walker arranged for the first rugby field to be constructed on open space near his house.



Te Rauparaha



Joseph Thoms
(Pataka Museum Collection)



James Walkers rowing skiff

At the same time Walker was farming the area, fortunes were being made in the Wellington region and some of these wealthy entrepreneurs were choosing to make their home in the wider Paremata area. One such entrepreneur was James Gear. He established a butcher's shop on Lambton Quay and by 1882 founded the Gear Meat Preserving and Freezing Company. Gear commissioned a homestead, Gear Homestead, in Papakowhai when he remarried in 1880. Gear Homestead still exists and is used as a conference and function centre today.

Another notable homestead built around this time was the Papakowhai Homestead, which is now privately owned. It was built by William Bowler in 1848, complete with its own commercial jetty. The jetty was severely damaged in the two earthquakes in 1848 and 1852 and little now remains of it at its original site on Bowlers Wharf Lane.

The first rail bridge at Paremata was constructed in 1885. It also acted as pedestrian access across the inlet until 1936 when a separate road bridge was built as part of the Centennial Highway Project. The rail bridge also brought the first beach-side residents. This led to the development of the phenomenon of "weekenders", people who lived in Wellington and had weekend baches around the Porirua Harbour. Some built baches, some stayed at the hotel in Plimmerton and some camped.

The first Paremata boatsheds were built around this time and their successors can be seen around the Pauatahanui Inlet today. The Paremata Boating Club was established in 1924.

The opening of the road bridge in 1936 opened up the road north and the number of residents living in Paremata increased.

In 1960 the original timber rail bridge was replaced with a new concrete and steel rail bridge.

HOBSON STREET

By the 1880s a small fishing settlement existed just south of the entrance to the Pauatahanui inlet. Formerly known as Slum or Slug Alley, it became known as Hobson St after a group of youths removed the Hobson Street sign from Wellington and transferred it to the settlement. The name became official in 1948.

The little settlement was made up of fishermen of diverse nationalities; Greeks, Italians, Austrians and Scots. Weather permitting, the boats would go out daily to fish the waters of the Cook Strait arriving back at Paremata with their huge catches. The fish were taken to Wellington to be sold.

By the early 1940s there were 21 baches on the street and a grocery store. The road was improved to allow trucks to drive down and collect fish. However, it remained a relatively poor community and many families struggled to survive the depression. By the 1950s major roadworks had begun for the suburb and reclamation work was carried out directly in front of the village to straighten the railway line.

In the early 1970s, what was left of it was demolished to make way for the realignment of the railway line and SH1.

WORLD WAR II

In 1938, the land which now forms the Ngatitoa Domain, was bought from the Walker family by the Crown and Hutt County. It was declared a reserve for public recreation purposes.

During the Second World War, the Domain was used as a military camp, first for New Zealand forces, and later by United States troops.

In Mana, two machine-gun posts (or pillboxes) survive from this period. They were built as part of New Zealand's coastal defense network between 1942-1943 by the New Zealand Army and Home Guard. Porirua Harbour was seen as a prime potential landing spot for invading forces heading towards Wellington.

Four triangular concrete tank traps – now on display at Dolly Varden Reserve – were to be positioned on the Paremata bridge to act as road blocks for any invading forces.



Paremata rail bridge
(Pataka Museum Collection)



Hobson Street
(Pataka Museum Collection)

Source of information:

New Zealand's Heritage, The Making of a Nation, Part 18, Paul Hamlyn Ltd, 1971.

Porirua City Council's Heritage Information Database.

The Paremata Story- by Barbara Heath and Helen Balham

How the Paremata village plan was developed



- **June 2010** – Local resident contracted by PCC to be the Paremata Village Planning Facilitator
- **October 2010** – Village Planning survey conducted at Paremata School Gala
- **October 2010** – Survey sent out to residents via the Paremata residents association newsletter
- **November 2010** – Survey conducted outside Paremata New World
- **November 2010** – Promotion of plan at the 2010 Annual general meeting
- **December 2010** – Survey conducted at Paremata Railway Station
- **February 2011** – Survey conducted at Mana Railway Station
- **October 2011** – Survey results circulated via residents' email list

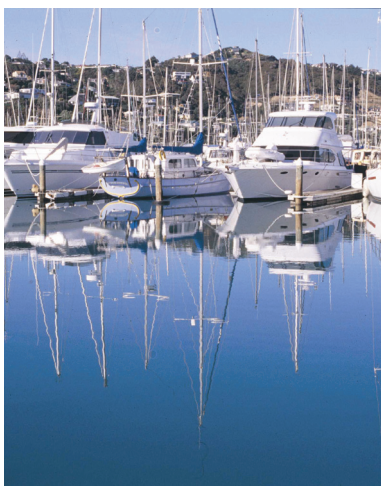
WHAT THE COMMUNITY TOLD US

Approx 300 residents were surveyed. They were asked:

- What do you like about living in this area?
- What don't you like about living in this area?
- What projects, developments and activities etc do you believe are required to make this area a better place to live?
- Can you give one or two words to describe what is special about the area you live in?

WHAT RESIDENTS LIKE ABOUT PAREMATA: (SEE APPENDIX ONE)

- Local people love the location of Paremata, the easy access to excellent facilities (including schools) and public transport
- The environment was identified as a real strength – the walkways, the views, the sea and the beaches
- People feel Paremata is a friendly area where a lot of people know their neighbours so there is strong local pride and a sense of community.



KEY AREAS TO BE ADDRESSED: (SEE APPENDIX TWO)

- Harbour and lagoon (and environment)
- Dolly Varden
- Walkways and footpaths
- Roothing
- Transport
- Youth and community activities

DOLLY VARDEN RESERVE

Dolly Varden is the subject of a report "Dolly Varden Reserve Development Plan May 2012" prepared for Porirua City Council by Freeman Environmental Planning.

This area also attracted a great deal of interest and feedback from the Paremata Community. Some of the main points included in the Development Plan were raised by the community including the need for new toilets, establishing a café in the area, landscaping to include more gardens with seating and the installation of a community notice board for local information (walkways, etc). A request for local Paremata history to be either included in the community notice board or on a separate board was also made. The community felt that the Dolly Varden area has the potential to become a village centre with a variety of activities and attraction. The current coffee van adds some reality to this concept.

The Dolly Varden Development Plan has been approved by Council, with agreement that the Plan will be implemented in stages. Planting is planned to commence in Winter 2012, with the walkway enhancements and the toilet replacement to proceed as soon as possible. It was also agreed by Council that a further period of consultation will be necessary with affected parties in the community before any other work is undertaken.



HARBOUR AND LAGOON (AND ENVIRONMENT)

The Mana / Paremata / Papakowhai community rate the natural beauty of the local area very highly with most people surveyed mentioning one or more aspects of the harbour, lagoon or environment. Comments on the views, water, beaches, lots of birdsong, harbour and hills were common with one resident identifying the area as a “coastal lifestyle with city convenience”.

Not surprisingly the health of the inlet and general water quality has been identified as areas to be improved / maintained in this “under rated paradise”.

The Aotea Lagoon is extremely popular with local families and is seen as a facility that does not need any commercial sporting activities. This controversial issue is of great interest to locals with most people surveyed objecting to the current proposal for a wake board park within the lagoon area.

The recently upgraded children’s playground at the lagoon is regarded as the best in Porirua City.

WALKWAYS, CYCLEWAYS AND FOOTPATHS

The current walkways around the area are well utilised and are appreciated by the majority of local residents. What people did suggest when surveyed is that the walkways could be extended and joined around the harbours and cycle ways. The need for more seating at strategic locations was also identified.

ROADING AND TRANSPORT – INCLUDING PAREMATA AND MANA TRAIN STATIONS

The Mana / Paremata / Papakowhai residents feel very strongly about their local roads with this area receiving the most ‘dislikes’ feedback.

Mana Esplanade has been a primary focus for the Residents Association and the recent removal of the T2 lanes, establishment of clearways and installation of traffic lights has certainly reduced motoring confusion – especially for visitors to the region. Looking to the future and the Transmission Gully bypass, locals would like to see Mana Esplanade become a tree lined boulevard (existing examples pictured above).

Another area of concern is SH58 with heavy truck traffic, narrow footpaths and speeding vehicles.

Narrow residential roads with limited parking were also identified.

The Action Plan, later in this document, outlines the suggestions the community raised.

YOUTH / COMMUNITY ACTIVITIES

While the Paremata area is well served with sports clubs (see resource list below) and has excellent facilities at the Ngatitoo Domain, activities for young people were still identified as a need in the community – suggestions included, teenage specific areas, exercise stations at Ngatitoo Domain and a skate park.

While no actual specifics were provided, community activities around events such as Guy Fawkes, Christmas etc were regarded favourably.

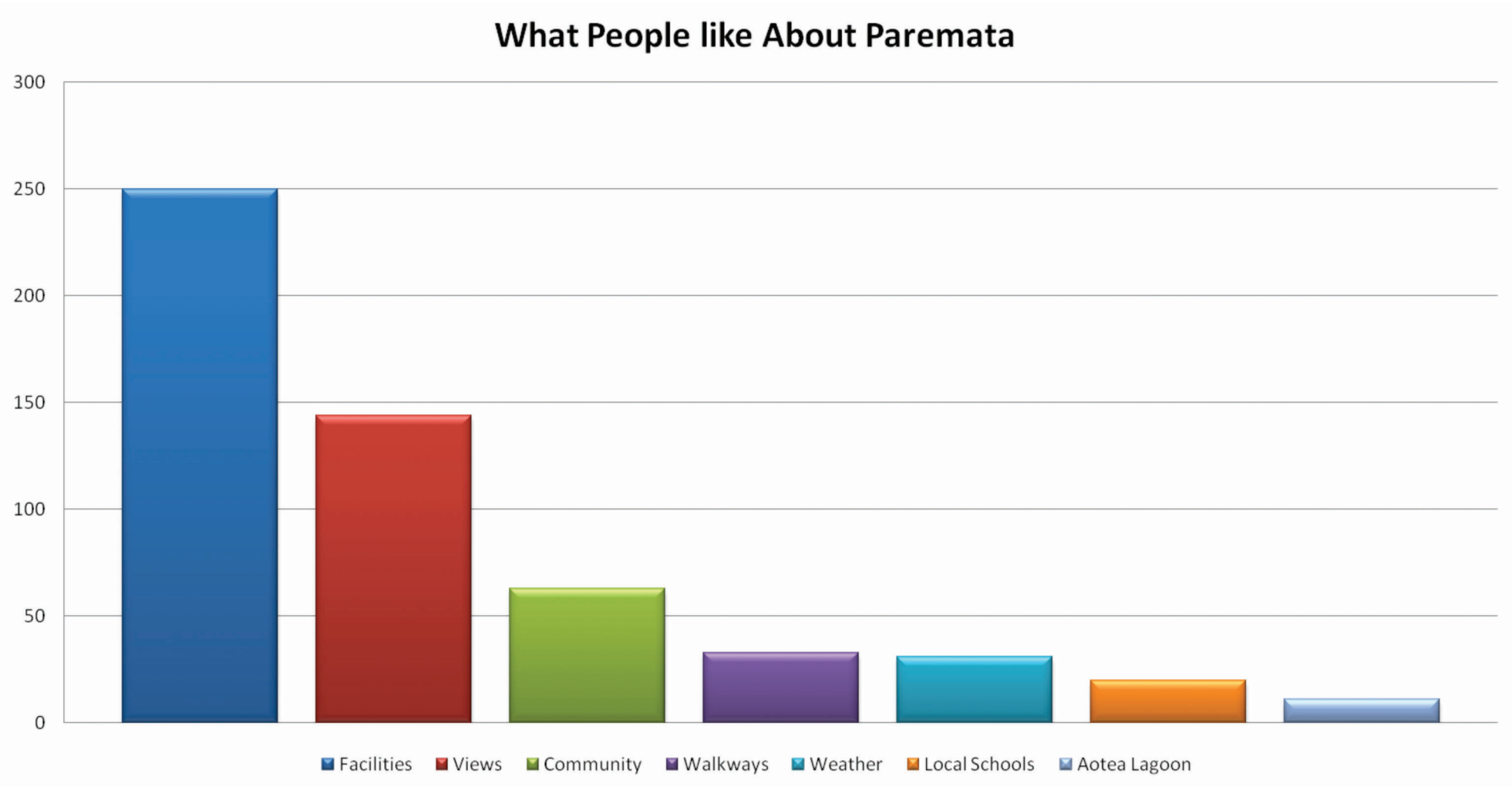


Example of a teenage specific area

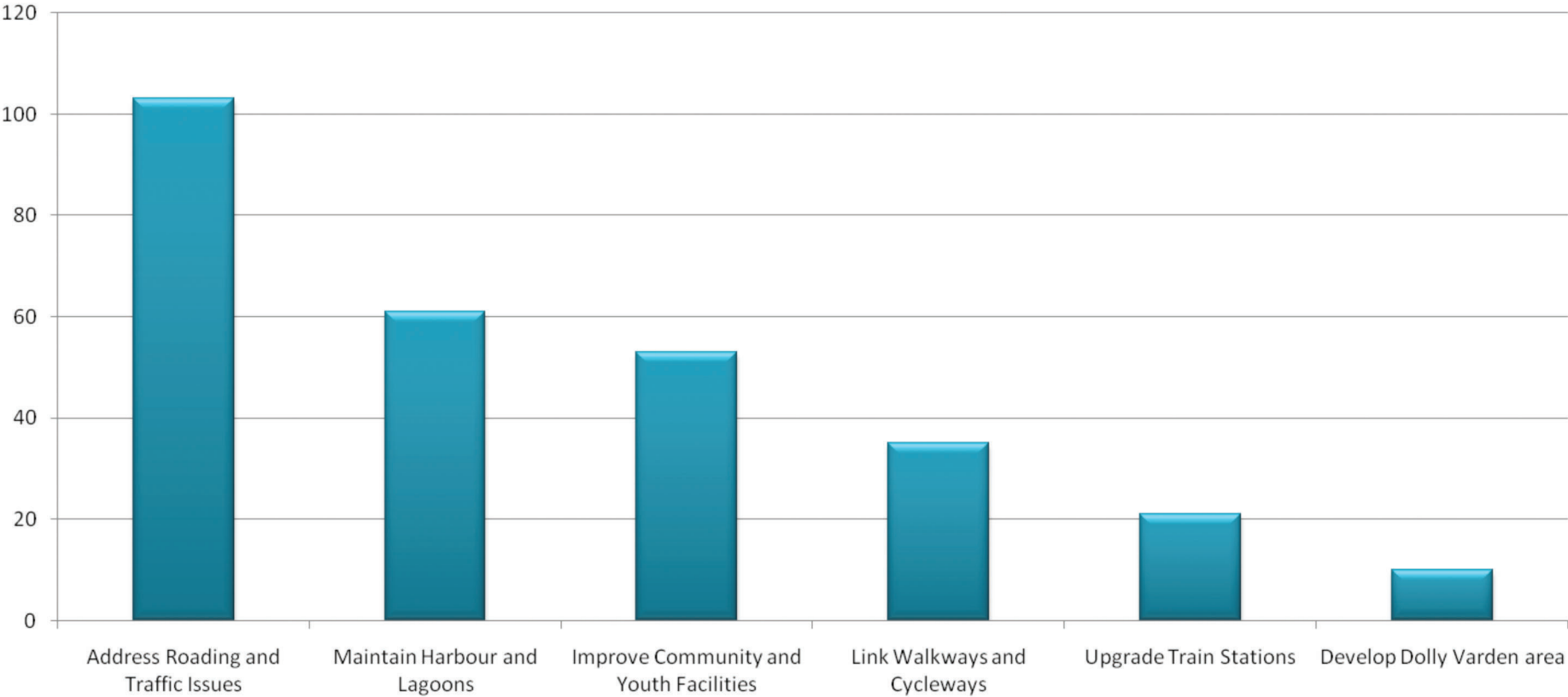
PAREMATA – AN AREA RICH IN FACILITIES

Sports Clubs – Rugby, Softball Squash, Tennis, Boating x 2	Podiatrist, Specialist Medical Centre GP Medical Centre , Pharmacy	Primary Schools x 2, Kindergartens x 2 Playcentre / Early Childhood Education x 4 Pool and Spa outlet	Real Estate offices x 5 Motels x 4 , Architect
Disability Support Service Medical equipment outlet Natural Therapist Centre	Beauty Salons x 2 Hairdressers x 3 Women’s Gym	Dive Shop and Ocean Outfitters Shop Volunteer Coastguard base Petrol Stations x 3	Auto mechanic Post Office
Bars/ restaurants/ cafes x 10 Supermarket x 1, Dairy x 1	Gifts shops x 2 Hardware store and garden centre	Vet	
Churches x 2	Tattoo Removal Clinic	Dental Surgery	

APPENDIX 1



Suggestions from the Paremata Community



Paremata Village Planning Action Plan

TOP COMMUNITY PRIORITIES

YOUTH AND COMMUNITY ACTIVITIES	
Recommended Action	The construction of a Skate Park on the empty lot by the Mana BP Service Station
HARBOUR, LAGOON AND ENVIRONMENT	
Recommended Action	Address the issue re the silting of the inlet
WALKWAYS, CYCLEWAYS AND FOOTPATHS	
Recommended Action	Extend / join existing walkways and cycleways
ROADING AND TRANSPORT (by far the largest number of suggestions and the suggestions below all came out as top priority)	
Recommended Action	<ul style="list-style-type: none">• Address the safety issue of access out of Paremata Railway Station• The Lane behind the P.O. should be courtesy 2 way• Paremata Crescent area – address the current parking in this area that narrows the road, look at road calming outside the school and a pedestrian crossing by the footbridge near the Mitre 10

MEDIUM TERM ACTIONS

Action	Who to involve	Who to initiate	First action
HARBOUR, LAGOON AND ENVIRONMENT			
Beautification and improvement of Paremata beach as an area of outstanding beauty	Dolly Varden plans to be expanded to include this		
More rubbish bins needed on Paremata beach			Identify where needed – volunteer?
Boating ramp between bridges	Link any south side boat ramp plans with plans for bridge post Transmission Gully		
Weed control on Council land – nightshade, fennel, gorse, wandering willy, wild pea, south African ragwort and turnip –	WRC for noxious weeds?		Areas need to be identified and notified to PCC. Volunteer?
WALKWAYS, CYCLEWAYS AND FOOTPATHS			
Footpaths – widen, shared with cyclists? Needed on the LHS of Oak Avenue			Identify all problem areas,
Steel rails or a barrier needed on SH8 footpath from kindy to bridge	Transit / PCC?		
Should be pram friendly and have more seating			Identify specific tracks for comment – volunteer?
Barrier needed at Ivey Bay car park between the road and the car park – install ropes between existing bollards?			
Need a park bench halfway up Acheron Road – RHS?			

Action	Who to involve	Who to initiate	First action
ROADING AND TRANSPORT – INCLUDING PAREMATA AND MANA TRAIN STATION			
Difficult to exit Seaview Road – roundabout? This may also help with exiting Oak Avenue – Whitford Brown and Papakowhai Road also difficult	Advocate with NZTA		
Some roads very narrow – parking issues			– invite residents specific comments
Speeding up Mana View Road(speed hump by number 40), Tweed Road, Seaview Road, Paremata Crescent and	Advocate with PCC		
Eskdale Road – mobile speed indicator, street calming –	Advocate to PCC		
Safe pedestrian crossing needed at Paremata Mobil	recommend to NZTA		
Service Station	advocate to PCC		
Review engine braking sign at south of Paremata roundabout – needs to be bigger and more visible	PCC		
Install speed camera on Grays Road – maybe identify as a high crash area?	WRC		
Sort out the on street parking by Mitre 10 / Brights – the area as you approach this area from the south is extremely narrow – remove the last 2 park areas nearest Mitre 10 – investigate any further parking below overbridge, widen road south of overbridge and extend parking area	WRC		
Bus service needed from Paremata to Porirua – shoppers bus – there was one in the past – why did it stop?	OnTrack?		
Evening bus needed to Whitby / Porirua	Volunteers		
Upgrade needed at Mana Station – leaking roof, no rubbish bins	WRC? OnTrack?		
Audit both railway subways for safety, graffiti , maintenance etc	discussions are underway with Ngatitoa- ask if PRA can be updated on this		
Rubbish on railway tracks	WRC		
Utilise the land west of Paremata Station	OnTrack		
Better commuter parking – is there any more land that could be used at Paremata?			
Pedestrian railway crossing near McDonalds in Mana to access beach			

Action	Who to involve	Who to initiate	First action
YOUTH / COMMUNITY ACTIVITIES			
Set up graffiti guardians to report tagging	PRA to promote in newsletters		
Exercise stations at the parks			
Community events such as Guy Fawkes night at Ngatitoa			
Community newsletter - PRA website?	PRA		
Publicise the Residents assoc- more frequent newsletters anticipated with Village Planning activities	PRA		
Public toilets and seats in shopping centre (New World)	PCC		

LONG TERM ACTIONS

Action	Who to involve	Who to initiate	First action
HARBOUR AND LAGOON (AND ENVIRONMENT)			
Silting of inlet	Harbour Strategy – submission process		
Dogs on beaches	under current review by PCC		
Wake board proposal –	currently with PCC - RMA		
More water activities – kayak hire etc – this would be a commercial venture and not for village planning			
More astro turf at Domain – Ascot Park has Astroturf underway	sports clubs would need to do submissions re this		
Bigger recycling bins – City issue rather than Village Planning			
Powered boats in inlet	WRC bylaw - use submission process		
More gardens with seating –			need specific location – ideas?
Upgrade drainage sewerage systems – works around sewerage underway, storm water maintenance	PCC response - “ PCC is proposing to spend \$37 Million over the next 10 years to upgrade waste water, drinking water and Stormwater systems across the City”. The key contact person is the Waste Water Assets Manager Joanna Saywell.		
Indigenous trees not to be cut down by PCC	PCC Response – PCC has a vegetation Policy but this does not specifically protect indigenous trees – however PCC aims to use natives where ever possible to suit the sites.		
Power poles should be underground	PCC response – there is currently no policy around this issue.		
Plant more trees on grass berms	PCC Response – specific berms etc would need to be identified.		

Action	Who to involve	Who to initiate	First action
Poor water quality in lagoons and duck ponds	PCC response – The results for the sea lagoon are well documented as part of the wake board proposal. Generally speaking the water is as good as the harbour. The duck pond was identified as poor 2 years ago and PCC have been steadily improving it by removing some of the algae and debris and are now 12 months into a project using safe bacterial to eat the organic matter in the duck pond which will result in clearer and deeper healthy water. One of the main problems is the large number of ducks in the water as each duck secretes 45g of matter a day. It is doubtful that a control of duck numbers would be either popular or practical.		
WALKWAYS AND FOOTPATHS			
Diving off Paremata bridge – diving platform? – safety issues with boats passing underneath	PCC		
Walkway under Paremata Bridge – not seen as an issue by local boat owners			
Improve footpaths to the southern end of Paremata Bridge – this work has been carried out			
Upgrade overbridges to Paremata Station	PCC response – PCC have no plans to upgrade the overbridges but do maintain them by addressing corrosion issues and repainting when necessary.		

Action	Who to involve	Who to initiate	First action
ROADING AND TRANSPORT – INCLUDING PAREMATA AND MANA TRAIN STATION			
T2 lanes - already being actioned			
Lack of pedestrian crossings – already being actioned			
Speeding traffic through Mana – already being actioned			
Heavy trucks on SH58 and 1 – beyond the scope of Village Planning – TG may ease this			
People using T2 lanes to beat traffic – T2 lanes going			
Boy racers identified in Cambourne – not aware that this is an issue			
PCC help to maintain private roads – not Village Plan role			
Mana Esplanade safety and beautification	post Transmission Gully		
Complete TG asap - underway			
Pedestrian crossing needed on Tweed Road to service school	PCC response – a crossing near the dairy has been investigated and it was found that it didn't meet the safety line of sight for both pedestrian and motorist to warrant a crossing there. The "S" bends hides pedestrians and vehicles therefore giving both very little time to see each other.		
Train timetables – trains often late- service expensive – not scope of Village Plan			
Coffee spot at Paremata Railway station -			Talk to interested local re this
Better street lighting Paremata Crescent –	PCC response – a submission has gone to PCC's Asset Manager to double the number of lights in the section of Paremata Crescent between the pedestrian overbridge to the entrance to The Rydges.		
Better street lighting Paremata Road – from Paremata Bridge to Seaview Road. – increase wattage?	PCC		
More speed signage between Eskdale and Tweed Road –	PCC response – this is being looked into. May 2012.		

Action	Who to involve	Who to initiate	First action
Fix roundabout at Yarrow Place			suggested solution - this untidy looking roundabout could be a community project with residents and the kindergarten.
Lack of road maintenance			PCC response – specifics needed
YOUTH / COMMUNITY ACTIVITIES			
Activities for young people – no specifics provided			Specifics needed
Community based activities – no specifics provided			Specifics needed
Community Hall or hub – hall is at Ngatitoa			
Outdoor swimming pool – not feasible			
Another Gym – not feasible			
Park at BP is under utilised			need a specific proposal
Dairy needed at Paremata shops – commercial decision			
Provide wet weather cover over parts of play areas			need specifics

Action	Who to involve	Who to initiate	First action
GENERAL			
Dog poo stations?	covered by PCC bylaw review		
Rubbish from Pubs – not for Village Plan			
Rental property growth disliked – not for Village Plan			
Need post boxes on Mana Esplanade – low usage meant they were removed			
Need more specialty shops and cafes – commercial decision			
Mana / Paremata should be seen as separate – establish a Mana and Cambourne Residents association – these areas need to take action on this – not for Village Plan			
Encroachment of industrial activity into residential areas not liked	PCC could answer this one re the use of land- ? process to apply for altered activity, consultation? advocate no more commercial		
Change the negative perception of Porirua City – City responsibility			
Monitor camping vans at Domain	PCC response – currently campers must be self contained to stay overnight at Ngatitoa Domain and they can stay just 2 nights. This is monitored by a security firm who check at midnight every 3 days and put a letter on vans that are overstaying. A sign is being developed that will go up at the site soon to outline the rules. The Long Term Plan is proposing an overnight charge of \$10 for anyone staying at the park between midnight and 5am. The same self contained rules would have to apply.		

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